

**ANNEX IV to the
Memorandum of Agreement between
the Transportation Security Administration and
the Federal Aviation Administration**

CRISIS MANAGEMENT

1. Purpose. The Transportation Security Administration (TSA) and the Federal Aviation Administration (FAA) ("the Parties") have a mutual requirement and need to cooperate in aviation-related crisis situations to share information and coordinate activities. To achieve this purpose the Parties agree to abide by the terms of this Annex, subject to applicable federal laws, regulations and policies.
2. Definitions. As used in this Annex:
 - a. The term "aviation emergency incident management procedures" refers to standard operating procedures used by and through the 24 hours/7 days a week operational command centers to provide timely and accurate information to regional command levels and national executive levels.
 - b. The term "coordinate" means to take action which provides reasonable notice of an agency's activities and which affords the notified agency, when possible, a reasonable opportunity to address concerns raised by such notice.
 - c. The term "crisis situation" refers to any aviation-related event that has an immediate or substantial impact on national security, aviation security, or aviation safety including but not limited to events such as air piracy or hijacking incidents or attempts, bomb threats, hazardous materials incident or any other crisis situation requiring immediate action and response.
 - d. The term "reasonable notice" means as soon as possible, preferably prior to action, without placing an activity in jeopardy.
3. Actions.
 - a. TSA's Transportation Security Aviation Operations Watch will reside in the FAA Washington Operations Center Complex (WOCC) as a tenant for the foreseeable future. The location of this function is critical to timely resolution of ongoing aviation events with air traffic, security, and safety implications. Current detailed operating procedures are set forth in:
 - (1) The FAA Crisis Management Handbook for Significant Events
 - (2) The WOCC-Air Traffic Standard Operating Procedure (SOP)
 - (3) TSA Aviation Crisis Management Standard Operating Procedure

(4) Common Strategy Air Crewmember Training Guidelines (upon revision)

- b. At a national level, FAA will provide communication links, hardware and software support, and workspace to all elements of TSA's Transportation Security Aviation Operations Watch currently located in the WOCC.
- c. The Parties agree that upon activation of the planned TSA Transportation Security Coordination Center (TSCC) the two entities will work together to eliminate any unnecessary duplication of functions and staff at the two locations. The Parties will continue to coordinate and liaise with each other after the activation of the TSCC.
- d. TSA's VHF/FM radio system will operate independently of FAA's Command and Control Communications (C3) system. Except as specifically agreed in a separate agreement concerning the use by TSA of frequencies assigned to FAA by the Federal Communications Commission (FCC), TSA will not use FAA-assigned frequencies and radio system assets.
- e. The Parties agree to share all information relevant to responsibilities of the other Party in responding to any crisis situation except where the sharing of information is prohibited by law or regulation. Examples of information which will be shared include, but are not limited to, information involving actual or suspected incidents, threat information, background information in managing incidents, information regarding aircraft incidents and crashes which involve either safety or security, information on unsafe or prohibited actions by employees of regulated parties (such as substance abuse by crewmembers), and other matters of common interest. (See also the Intelligence Annex to TSA-FAA MOA.) Actions to prevent unauthorized disclosure will be taken in keeping with paragraph 6k or m of the TSA-FAA MOA regarding responsibilities and cooperation for Civil Aviation Security. Shared information may not be released beyond TSA or FAA, or their respective departments, without permission of the originating agency.
- f. FAA will integrate TSA's Transportation Security Aviation Operations Watch into the operations performed by FAA Continuity of Operations Plan (COOP) Cadre at the FAA Headquarters relocation facility. Additional space at the facility will be provided for several TSA officials. Current staffing and other matters concerning the use of this facility are set forth in FAA Order 1910.1G and Appendix 1 thereto.
- g. The Parties will be responsible for managing their own Communications Security and Government Emergency Telecommunications Service (GETS) programs but will continue to provide mutual support and assistance to one another in aviation security incidents and emergencies.
- h. Special arrangements for communications between Federal Security Directors (FSDs) and Air Traffic elements to be used in coordinating actions taken in the event of a hijacking or other aviation security emergency will be set forth in a Standard Operating Procedure approved by national level TSA Aviation Operations and FAA Air Traffic officials and in local agreements between FSDs and local Air Traffic managers.

i. The Parties agree to regularly exercise aviation emergency incident management procedures at the operations center and regional levels and national executive levels. In addition, the Parties agree to conduct joint exercises with the Federal Bureau of Investigation and the Department of Defense, as appropriate.

j. Specific guidelines and decisions concerning the handling of incidents of common interest to the Parties, whether developed as a result of exercises or experience with real events will be incorporated into one or more of the documents listed in paragraph 3a and also provided promptly to all concerned field elements of the Parties, and where appropriate to concerned elements of the aviation industry or other federal agencies.

k. With respect to actions requiring departmental approval, in addition to the coordination described above, if either Party engages in activities which could ultimately result in an action requiring the approval of the head of the Department in which either Party operates, the Parties will follow any applicable Departmental approval and coordination policies.

4. Points of Contact.

TSA:

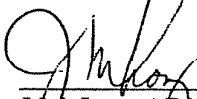
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Operations Directorate
Transportation Security Administration
TSA Headquarters
701 South 12th Street
Arlington, VA 22202

FAA:

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Office of Security and Investigations
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

APPROVED BY:

TRANSPORTATION SECURITY ADMINISTRATION

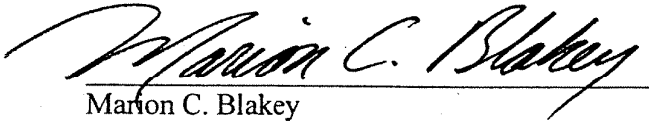


J.M. Loy, ADM

Under Secretary of Transportation for Security

2/28/03
Date

FEDERAL AVIATION ADMINISTRATION



Marion C. Blakey
Administrator

2/28/03
Date